

control said electric switch assembly, at least when a pressure less than said threshold pressure is detected and said pressure switch subassembly changes from said first state to said second state such that the at least one park brake is applied;

at least one park brake release actuator; and

a control assembly in communication with each of said electric switch assembly and said pressure switch subassembly that controls application of fluid to at least said at least one park brake release actuator.

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9. (Amended) A method for controlling at least one park brake system in a vehicle, comprising:

providing an apparatus that includes an electric switch assembly and a pressure switch subassembly in communication with said electric switch assembly for detecting whether a threshold pressure exists related to a fluid system of the vehicle;

changing said electric switch assembly from a first position to a second position when at least said threshold pressure is detected to release the at least one park brake system;

applying the at least one park brake system when said pressure switch subassembly detects a pressure less than said threshold pressure; and

controlling manually said electric switch assembly by movement from said second position to said first position after said pressure switch subassembly detects said pressure less than said threshold pressure in order to release the at least one park brake system.

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11. (Amended) A method, as claimed in Claim 9, wherein:

said applying includes causing said electric switch assembly to change to said second position and said apparatus includes a pilot solenoid valve subassembly that de-energizes when said electric switch assembly is in said second position, said pilot solenoid valve subassembly fluidly communicating with a relay valve subassembly and in which said relay valve subassembly is used to interrupt fluid delivery to the at least one park brake system.

Please add the following new claims:

16. (New) An apparatus, as claimed in Claim 1, wherein:
said pressure switch assembly includes at least a first output conductor that connects to said electric switch assembly.

17. (New) An apparatus, as claimed in Claim 1, wherein:
said pressure switch subassembly includes at least a first output conductor that contacts said electric switch assembly.

18. (New) An apparatus, as claimed in Claim 1, wherein:
said electric switch assembly is in a first position when said pressure switch subassembly detects a pressure less than said threshold pressure and said electric switch assembly is in a second position when at least said threshold pressure is detected and in which said electric switch assembly is manually controlled from said second position to said first position when said pressure switch subassembly detects a pressure less than said threshold pressure in order to release the at least one park brake.

19. (New) A method, as claimed in Claim 9, wherein:
said pressure switch assembly directly controls independently of any processor control said electric switch assembly, at least when a pressure less than said threshold pressure is detected and said pressure switch subassembly changes from a first state to a second state such that the at least one park brake is applied.

20. (New) A method, as claimed in Claim 19, wherein:
said pressure switch subassembly includes at least a first output conductor that is connected to said electric switch assembly.
